



## **City of Springfield**

# **Executive summary - Springfield 2035 Transportation System Plan**

City of Springfield  
225 5<sup>th</sup> Street  
Springfield, OR 97477

Adopted March 17, 2014; revised January 21, 2020

## Purpose of the plan

The *Springfield 2035 Transportation System Plan* (TSP) provides a 20-year blueprint for how the City's should maintain and improve the transportation network to meet growth demands within Springfield's Urban Growth Boundary (UGB). This *Springfield 2035 TSP* replaces *TransPlan* (amended 2002), which served as the adopted TSP for both Eugene and Springfield. In 2007, House Bill 3337 passed requiring the two cities to develop separate UGBs. With separate UGBs, the State of Oregon's Transportation Planning Rule (TPR) required that Springfield and Eugene develop city-specific TSPs. While the *Springfield 2035 TSP* is an "update" of *TransPlan*, it is the City's first independent TSP since creating a separate UGB in 2011.

The 2035 TSP ensures the vision for the transportation system meets community needs, communicates the City's aspirations, and conforms to state and regional policies.



Intersection of Gateway Street and Beltline Road

## In addition, recommendations

The 2035 TSP includes a recommended set of transportation improvements for the next 20 years and beyond (more information is provided in the 2035 TSP, Volume 1, Chapter 5). The following tables give a brief description of the recommended projects, which are as follows (maps of these projects are included in the full TSP):

- **20-year projects** (the 2035 TSP planning horizon): Projects needed to serve expected transportation growth over the next 20 years. These projects have planning-level cost estimates included in this Plan.
  - **Priority projects:** (Table ES-1) Higher-cost and scale roadway, multi-modal roadway projects, and pedestrian/bicycle projects that would generally require additional right-of-way.
  - **Opportunity projects:** (Table ES-2) Lower-cost and scale roadway, multi-modal roadway projects, and pedestrian/bicycle projects that would generally not require additional right-of-way and the City could implement as opportunities arise.
  - **As Development Occurs projects:** (Table ES-3) Roadway and pedestrian/bicycle projects that the City would generally implement through a partnership between the City, other agencies, and/or private enterprise to support new development or redevelopment.
- **Beyond 20-year projects:** (Table ES-4) Projects that may be constructed beyond the 20-year planning horizon. These projects do not have planning-level cost estimates included in this Plan.
- **Study projects:** (Table ES-5) Projects that need further study and refinement. These projects do not have planning-level cost estimates included in this Plan.
- **Frequent Transit Network (FTN) projects:** (Table ES-6) Frequent transit projects that the City has developed through the ongoing metro-wide *Regional Transportation System Plan* process.

TABLE ES-1

**Priority projects in the 20-year project list**

Roadway projects		Cost
<b>R-3</b>	<b>New Collector - Game Farm Road East to International Way</b> (Construct a new collector with a three-lane cross-section with sidewalks and bicycle facilities)	\$6,300,000
<b>R-9</b>	<b>Laura Street to Pioneer Parkway</b> (Construct a new collector with a three-lane cross-section with sidewalks and bicycle facilities in or near the EWEB powerline corridor with a right-in/right-out intersection at Pioneer Parkway; PB-7 is required to serve as sidewalk and bikeway)	\$3,300,000
<b>R-10</b>	<b>Q Street/Laura Street and Laura Street Interchange Area</b> (Construct traffic controls at Laura Street/Q Street intersection, extend the second westbound through-lane through the Laura Street intersection, and construct a westbound right-turn lane; coordinate with S-3 and PB-7; conduct study [S-3] prior to implementing project)	\$1,600,000
<b>R-13</b>	<b>Franklin Boulevard Multi-modal Improvements</b> (Construct multi-modal improvements on Franklin Boulevard, from I-5 to the railroad tracks south of the Franklin Boulevard/McVay Highway intersection, and construct a roundabout at the Franklin Boulevard/Glenwood Boulevard intersection)	\$35,000,000 <sup>1</sup>
<b>R-14</b>	<b>Franklin Boulevard/McVay Highway Multi-lane Roundabout</b> (Construct a multi-lane roundabout)	\$7,000,000
<b>R-19</b>	<b>McVay Highway and East 19<sup>th</sup> Avenue</b> (Construct a two-lane roundabout)	\$2,500,000
<b>R-20</b>	<b>McVay Highway - East 19<sup>th</sup> Avenue to I-5</b> (Construct a two- or three-lane cross-section as needed with sidewalks, bicycle facilities, and transit facilities consistent with Main Street/McVay Highway Transit Feasibility study and project T-3)	\$47,000,000
<b>R-34</b>	<b>Centennial Boulevard/Industrial Avenue - 28<sup>th</sup> Street to 35<sup>th</sup> Street</b> (Extend Centennial Boulevard/Industrial Avenue with a three-lane cross-section with sidewalks and bicycle facilities)	\$9,500,000
<b>R-36</b>	<b>42<sup>nd</sup> Street - Marcola Road to Railroad Tracks</b> (Modify 42 <sup>nd</sup> Street to a three-lane cross-section and traffic controls at Marcola Road and the OR 126 westbound ramps)	\$6,000,000
<b>R-39</b>	<b>Extend South 48<sup>th</sup> Street to Daisy Street</b> (Extend South 48 <sup>th</sup> Street with a two-lane cross-section with a parallel multi-use 12-foot wide path and roundabout intersection treatment at Daisy Street and South 48 <sup>th</sup> Street)	\$3,200,000
<b>R-40</b>	<b>OR 126/52<sup>nd</sup> Street Interchange Improvements</b> (Construct a grade-separated interchange on OR 126 at 52 <sup>nd</sup> Street with ramps and traffic controls at ramp terminals on 52 <sup>nd</sup> Street consistent with the <i>Interchange Area Management Plan</i> )	\$40,000,000 <sup>2</sup>
<b>R-43</b>	<b>OR 126/Main Street Interchange Improvements</b> (Construct a grade-separated interchange with ramps and traffic control at ramp terminals on Main Street consistent with the <i>Interchange Area Management Plan</i> ; needs further study)	\$50,000,000 <sup>2</sup>
<b>R-44</b>	<b>Daisy Street crossing of Bob Straub Parkway</b> (Construct traffic control improvements or undercrossing of Bob Straub Parkway)	\$2,400,000
<b>R-50</b>	<b>Gateway/Beltline Phase 2 Project</b> (As defined in the 2003 Revised Environmental Assessment including Kruse/Hutton couplet, Gateway Road improvements)	\$12,000,000
<b>R-51</b>	<b>Gateway Street/Harlow Road</b> (Construct traffic control improvements)	\$2,910,000 <sup>2</sup>
<b>R-52</b>	<b>Main Street/48<sup>th</sup> Street</b> (Construct traffic control improvements)	\$2,400,000

Urban standards projects		Cost
<b>US-1</b>	<b>Game Farm Road South - Mallard Avenue to Harlow Road</b> (Modify and expand Game Farm Road South with a cross-section to include sidewalks and bicycle facilities)	\$2,200,000
<b>US-3</b>	<b>Aspen Street - Centennial Boulevard to West D Street</b> (Change Aspen Street to a two-lane cross-section with sidewalks and bicycle facilities)	\$2,200,000
<b>US-4</b>	<b>21<sup>st</sup> Street - D Street to Main Street</b> (Modify 21 <sup>st</sup> Street to a three-lane cross-section with sidewalks and bicycle facilities)	\$2,300,000
<b>US-5</b>	<b>28<sup>th</sup> Street - Centennial Boulevard to Main Street</b> (Change 28 <sup>th</sup> Street to include sidewalks and bicycle facilities)	\$4,300,000
<b>US-6</b>	<b>South 28<sup>th</sup> Street - Main Street to South F Street</b> (Modify South 28 <sup>th</sup> Street to a three-lane cross-section with sidewalks and bicycle facilities)	\$6,000,000
<b>US-8</b>	<b>35<sup>th</sup> Street - Olympic to Commercial Avenue</b> (Change South 35 <sup>th</sup> Street to a three-lane cross-section with sidewalks and bicycle facilities)	\$3,600,000
<b>US-9</b>	<b>Commercial Avenue - 35<sup>th</sup> to 42<sup>nd</sup> Street</b> (Modify Commercial Avenue to a three-lane cross-section with sidewalks and bicycle facilities)	\$4,500,000
<b>US-10</b>	<b>36<sup>th</sup> Street - Commercial Avenue to Main Street</b> (Change 36 <sup>th</sup> Street to a three-lane cross-section with sidewalks and bicycle facilities)	\$3,000,000
<b>US-11</b>	<b>Clearwater Lane - south of Jasper Road within UGB</b> (Modify and expand Clearwater Lane with a cross-section to include sidewalks and bicycle facilities)	\$470,000
<b>US-14</b>	<b>Thurston Road - Weaver Road to UGB</b> (Change Thurston Road to a three-lane cross-section with sidewalks and bicycle facilities)	\$4,800,000
<b>US-16</b>	<b>48<sup>th</sup> Street – Main Street to G Street</b> (Upgrade to a two-lane urban facility, PB-55 is required to serve as sidewalk and bikeway)	\$600,000
<b>US-17</b>	<b>G Street – 48<sup>th</sup> Street to 52<sup>nd</sup> Street</b> (Upgrade to a two-lane urban facility, PB-55 is required to serve as sidewalk and bikeway)	\$370,000
<b>US-18</b>	<b>52<sup>nd</sup> Street – OR 126E to G Street</b> (Upgrade to a two-lane urban facility, PB-55 is required to serve as sidewalk and bikeway)	\$250,000
Pedestrian/bicycle projects		Cost
<b>PB-2</b>	<b>Flamingo Avenue to Gateway Street</b> (Construct a 12-foot wide path west from Flamingo Avenue to Gateway Street south of Game Bird Park)	\$70,000
<b>PB-17</b>	<b>Glenwood Area Willamette River Path – I-5 to Willamette River bridges</b> (Construct a new multi-use 12-foot wide path from the end of the existing path, east of I-5 to the Willamette River bridges)	\$2,500,000
<b>PB-18</b>	<b>Glenwood Area Willamette River Path – Willamette River Bridges to UGB</b> (Construct a new multi-use 12-foot wide path from the Willamette River bridges to the UGB)	\$2,900,000
<b>PB-19</b>	<b>Bridge between Downtown and Glenwood or modify Willamette River Bridges</b> (Construct a new pedestrian and bicycle bridge between Downtown Springfield and Glenwood, or modify the existing Willamette River bridges)	\$10,300,000
<b>PB-29</b>	<b>Mill Race Path</b> (Construct a new multi-use 12-foot wide path from South B Street to South 32 <sup>nd</sup> Street/UGB)	\$7,100,000
<b>PB-31</b>	<b>Moe Mountain Path – River Heights Drive to Marcola Road</b> (Construct a new multi-use 12-foot wide path River Heights Drive to Marcola Road)	\$1,200,000
<b>PB-32</b>	<b>McKenzie River Path - McKenzie Levee Path to 52<sup>nd</sup> Street</b> (Construct a new multi-use 12-foot wide path from the existing McKenzie Levee path at 42 <sup>nd</sup> Street to 52 <sup>nd</sup> Street)	\$3,700,000

<b>PB-37</b>	<b>Booth Kelly Road - South 28<sup>th</sup> Street to South 49<sup>th</sup> Place</b> (Construct a new multi-use 12-foot wide path from South 28 <sup>th</sup> Street to South 49 <sup>th</sup> Place )	<b>\$2,817,000</b>
<b>PB-46</b>	<b>Haul Road path - South 49<sup>th</sup> Place to UGB</b> (Construct a new multi-use 12-foot wide path from South 49 <sup>th</sup> Place to the UGB)	<b>\$3,600,000</b>
<b>PB-55</b>	<b>48<sup>th</sup>/G/52<sup>nd</sup> – High Banks Road to Aster Street</b> (Construct a new multi-use 12-foot wide path from High Banks Road to Aster Street)	<b>\$1,600,000</b>

<sup>1</sup> Cost developed as part of the current Franklin Boulevard project development process.

<sup>2</sup> Cost developed as part of the Regional Transportation Plan.

TABLE ES-2

**Opportunity projects in the 20-year project list**

Roadway projects		Cost
<b>R-2</b>	<b>Gateway Road/International Way to UGB</b> (Construct five-lane cross-section consistent with 2003 Revised Environmental Assessment)	\$950,000
<b>R-11</b>	<b>5<sup>th</sup> Street/Q Street</b> (Construct right-turn lanes to the eastbound and northbound approaches or a roundabout)	\$550,000
<b>R-30</b>	<b>Marcola Road/19<sup>th</sup> Street</b> (Construct right-turn lane on westbound approach or a roundabout)	\$320,000
<b>R-31</b>	<b>28<sup>th</sup> Street/Marcola Road</b> (Construct a roundabout)	\$1,900,000
<b>R-32</b>	<b>42<sup>nd</sup> Street/Marcola Road</b> (Construct a roundabout)	\$2,800,000
<b>R-33</b>	<b>Centennial Boulevard/28<sup>th</sup> Street</b> (Construct a roundabout)	\$1,800,000
<b>R-38</b>	<b>South 42<sup>nd</sup> Street/Daisy Street</b> (Construct a traffic signal or a roundabout)	\$1,800,000
<b>R-48</b>	<b>Mountaingate Drive/Main Street</b> (Install a new traffic signal)	\$900,000
Pedestrian/bicycle projects (all on-street)		Cost
<b>PB-3</b>	<b>Oakdale Street/Pheasant Street/et.al. - Game Farm Road to Gateway Road</b> (Add signing and striping for bicycle facilities)	\$80,000
<b>PB-5</b>	<b>Hartman Lane/Don Street - south of Harlow Road to OR 126</b> (Add signing and striping for bicycle facilities and construct sidewalks to fill gaps)	\$180,000
<b>PB-8</b>	<b>Hayden Bridge Way/Grovedale Drive, Hayden Bridge Way/3<sup>rd</sup> Street, Hayden Bridge Way/Castle Drive</b> (Add a crosswalk with a rapid rectangular flashing beacon)	\$260,000
<b>PB-9</b>	<b>EWEB Path crossings of 2<sup>nd</sup> Street, 9<sup>th</sup> Street, 11<sup>th</sup> Street, Rose Blossom Drive, Debra Street, 15<sup>th</sup> Street, 33<sup>rd</sup> Street, and 35<sup>th</sup> Street</b> (Improve path crossings to emphasize path priority and to improve safety)	\$50,000
<b>PB-10</b>	<b>2<sup>nd</sup> Street/Q Street</b> (Add a crosswalk with a rapid rectangular flashing beacon)	\$90,000
<b>PB-13</b>	<b>Anderson Lane - By-Gully path to Centennial Boulevard</b> (Add signing and striping on Anderson Street and West Quinalt Street for bicycle facilities and construct 12-foot wide multi-use path between Anderson Lane and Quinalt Street)	\$90,000
<b>PB-14</b>	<b>Rainbow Drive - Centennial Boulevard to West D Street</b> (Restripe for bicycle facilities with signing)	\$60,000
<b>PB-15</b>	<b>West D - Mill Street to D Street Path</b> (Add bicycle facility signing and striping)	\$10,000
<b>PB-16</b>	<b>West D - Aspen Street to D Street Path</b> (Add bicycle facility signing and striping; construct sidewalks to fill gaps)	\$190,000
<b>PB-20</b>	<b>Mill Street - Centennial to Main Street, south of Main Street to Mill Race Park</b> (Restripe for bicycle facilities with signing)	\$90,000
<b>PB-21</b>	<b>Pioneer Parkway at D, E, and F Streets</b> (Add crosswalks on Pioneer Parkway with signage)	\$80,000

<b>PB-22</b>	<b>5<sup>th</sup> Street/Centennial Boulevard Intersection</b> (Add bicycle facilities through the intersection area)	\$560,000
<b>PB-23</b>	<b>5<sup>th</sup> Street - Centennial Boulevard to A Street</b> (Add bicycle facility signing and striping)	\$50,000
<b>PB-24</b>	<b>D, E, or F Streets from 5<sup>th</sup> Street to 28<sup>th</sup> Street</b> (Add bicycle facility signing and striping)	\$190,000
<b>PB-25</b>	<b>5<sup>th</sup> Street/D Street</b> (Add bicycle facility signing and striping to improve visibility)	\$10,000
<b>PB-26</b>	<b>A Street - 5<sup>th</sup> Street to 10<sup>th</sup> Street</b> (Restripe for bicycle facilities with signing)	\$40,000
<b>PB-30</b>	<b>33<sup>rd</sup> Street - V Street to EWEB Path</b> (Add shared-use signing and striping)	\$10,000
<b>PB-33</b>	<b>Main Street - 34<sup>th</sup> Street to 35<sup>th</sup> Street</b> (Add a mid-block crosswalk with a rapid rectangular flashing beacon)	\$90,000
<b>PB-34</b>	<b>Pedestrian crossing improvement on Main Street/38<sup>th</sup> Street</b> (Add a mid-block crosswalk with a rapid rectangular flashing beacon)	\$90,000
<b>PB-35</b>	<b>Main Street/ 41<sup>st</sup> Street</b> (Add a mid-block crosswalk with a rapid rectangular flashing beacon)	\$90,000
<b>PB-36</b>	<b>Virginia Avenue and Daisy Street - South 32<sup>nd</sup> Street to Bob Straub Parkway</b> (Add bicycle facility signing and striping)	\$130,000
<b>PB-39</b>	<b>Main Street - 48<sup>th</sup> Street to 49<sup>th</sup> Street</b> (Add a mid-block crosswalk with a rapid rectangular flashing beacon)	\$90,000
<b>PB-40</b>	<b>Main Street/ 51<sup>st</sup> Street</b> (Add a mid-block crosswalk with a rapid rectangular flashing beacon)	\$10,000
<b>PB-41</b>	<b>Main Street /Chapman Lane</b> (Add a mid-block crosswalk with a rapid rectangular flashing beacon)	\$90,000
<b>PB-42</b>	<b>Main Street/ 66<sup>th</sup> Street to 67<sup>th</sup> Street</b> (Add a mid-block crosswalk with a pedestrian hybrid beacon)	\$300,000
<b>PB-43</b>	<b>Bob Straub Parkway/Daisy Street</b> (Add a pedestrian/bicycle signal and crossing, coordinate with R-44)	\$90,000
<b>PB-44</b>	<b>Mountaingate Drive - Mountaingate Entrance to Dogwood Street</b> (Add shared-use signing and striping; construct sidewalks and drainage improvements to fill gaps)	\$260,000
<b>PB-45</b>	<b>Mt. Vernon Road/Bob Straub Parkway</b> (Add crosswalks at three or four approaches with signing and striping and install pedestrian hybrid beacon on the north-south leg)	\$390,000
<b>PB-47</b>	<b>Thurston Road/ 66<sup>th</sup> Street</b> (Add a crosswalk with a rapid rectangular flashing beacon)	\$90,000
<b>PB-48</b>	<b>Thurston Road/ 69<sup>th</sup> Street</b> (Add a crosswalk with a rapid rectangular flashing beacon)	\$90,000
<b>PB-49</b>	<b>South 67<sup>th</sup> Street - Ivy Street to Main Street</b> (Add shared-use signing and striping and construct sidewalks to fill gaps)	\$160,000
<b>PB-50</b>	<b>Ivy Street - South 67<sup>th</sup> Street to South 70<sup>th</sup> Street</b> (Add shared-use signing and striping)	\$20,000
<b>PB-51</b>	<b>South 70<sup>th</sup> Street - Main Street to Ivy Street</b> (Add shared-use signing and striping)	\$50,000



<b>PB-52</b>	<b>City-wide Rectangular Rapid Flashing Beacons</b> (Install mid-block crossings City-wide with rapid rectangular flashing beacons)	\$4,400,000
<b>PB-53</b>	<b>66<sup>th</sup> Street – Thurston Road to Main Street</b> (Add bicycle lanes)	\$25,000
<b>PB-54</b>	<b>G Street – 5<sup>th</sup> Street to 28<sup>th</sup> Street</b> (Add bicycle lanes or route)	\$75,000

TABLE ES-3

As development occurs projects in the 20-year project list

Roadway projects		Cost
<b>R-1</b>	<b>North Gateway Collector - Maple Island Road/Royal Caribbean Way to International Way</b> (Construct a new collector with a three-lane cross-section with sidewalks and bicycle facilities)	\$4,300,000
<b>R-4</b>	<b>Maple Island Road – Game Farm Road/Deadmond Ferry Road to Beltline Road</b> (Extend Maple Island Road with a two-lane cross-section with sidewalk, bicycle facilities, and an intersection at Beltline)	\$3,100,000
<b>R-5</b>	<b>Extend Riverbend Drive to International Way (Northeast Link)</b> (Extend Riverbend Drive with a three-lane cross-section with sidewalks and bicycle facilities)	\$1,600,000
<b>R-6</b>	<b>Improvements to serve Riverbend Area</b> (Improve Baldy View Lane, construct a McKenzie-Gateway Loop connector/new collector and construct off-street path connections)	\$10,200,000
<b>R-8</b>	<b>Mallard Avenue - Gateway Street to Game Farm Road</b> (Change Mallard Avenue to a two-lane cross-section with sidewalks and bicycle facilities and extend Mallard Avenue to Gateway Street with a two-lane cross-section with sidewalks and bicycle facilities)	\$4,530,000
<b>R-12</b>	<b>Franklin Boulevard Riverfront Collector</b> (Construct a new collector as shown in the <i>Glenwood Plan</i> ; two travel lanes with on-street parking, sidewalks, and bicycle facilities)	\$7,700,000
<b>R-16</b>	<b>East 17<sup>th</sup> Avenue - Glenwood Boulevard to Henderson Avenue</b> (Change East 17 <sup>th</sup> Avenue to a three-lane cross-section with sidewalks and bicycle facilities)	\$1,900,000
<b>R-17</b>	<b>Henderson Avenue - Franklin Boulevard to East 19<sup>th</sup> Avenue</b> (Modify Henderson Avenue with a three-lane cross-section with sidewalks and bicycle facilities)	\$3,400,000
<b>R-18</b>	<b>East 19<sup>th</sup> Avenue - Henderson Avenue to Franklin Boulevard</b> (Change East 19 <sup>th</sup> Avenue to a three-lane cross-section with sidewalks and bicycle facilities)	\$3,500,000
<b>R-24</b>	<b>19<sup>th</sup> Street - Hayden Bridge to Yolanda Avenue</b> (Extend 19 <sup>th</sup> Street with a two-lane cross-section with sidewalks and bicycle facilities)	\$2,400,000
<b>R-25</b>	<b>Hayden Bridge Road - 19<sup>th</sup> Street to Marcola Road</b> (Change Hayden Bridge Road to a two-lane cross-section with sidewalks and bicycle facilities)	\$12,000,000
<b>R-26</b>	<b>Yolanda Avenue - 23<sup>rd</sup> Street to 31<sup>st</sup> Street</b> (Modify Yolanda Avenue to a two-lane cross-section with sidewalks and bicycle facilities)	\$460,000
<b>R-27</b>	<b>Yolanda Avenue to 35<sup>th</sup> Street</b> (Construct Yolanda Avenue from 31 <sup>st</sup> to 33 <sup>rd</sup> Street with sidewalks and bicycle facilities, add sidewalks and bicycle facilities from 33 <sup>rd</sup> Street to 35 <sup>th</sup> Street)	\$9,900,000
<b>R-28</b>	<b>Marcola Road to 31<sup>st</sup> Street</b> (Construct a new collector with a three-lane cross-section with sidewalks and bicycle facilities)	\$9,000,000



<b>R-29</b>	<b>31<sup>st</sup> Street - Hayden Bridge to U Street</b> (Change 31 <sup>st</sup> Street to a two-lane cross-section with sidewalks and bicycle facilities)	\$3,800,000
<b>R-37</b>	<b>Commercial Avenue - 42<sup>nd</sup> Street to 48<sup>th</sup> Street, north of Main Street and North-South Connection</b> (Extend Commercial Street and add a north-south connection; three-lane cross-section with sidewalks and bicycle facilities)	\$19,000,000
<b>R-39</b>	<b>Extend South 48<sup>th</sup> Street to Daisy Street</b> (Extend South 48 <sup>th</sup> Street with a two-lane cross-section with a parallel multi-use 12-foot wide path and roundabout intersection treatment at Daisy Street and South 48 <sup>th</sup> Street)	\$3,600,000
<b>R-42</b>	<b>Holly Street – South 48<sup>th</sup> Street to South 57<sup>th</sup> Street</b> (Construct a new collector with a two-lane cross-section with sidewalks and bicycle facilities)	\$5,300,000
<b>R-45</b>	<b>Improvements within the Jasper-Natron Area</b> (Construct multiple roadways in the Jasper-Natron area between Bob Straub Parkway, Jasper Road, and Mt. Vernon Road)	\$67,000,000
<b>R-46</b>	<b>Bob Straub Parkway to Mountaingate Drive and Future Local</b> (Construct a new collector with a three-lane cross-section with sidewalks and bicycle facilities)	\$4,300,000
<b>R-47</b>	<b>Haul Road - Quartz Avenue to UGB</b> (Construct a two-lane green street in the Haul Road right-of-way; coordinate with PB-46)	\$6,300,000
<b>R-49</b>	<b>79<sup>th</sup> Street - Main Street to Thurston Road</b> (Extend 79 <sup>th</sup> Street with a two-lane cross-section with sidewalks and bicycle facilities)	\$8,200,000
Pedestrian/bicycle projects (all off-street)		<b>Cost</b>
<b>PB-1</b>	<b>McKenzie Gateway Path - Existing Path to Maple Island Road</b> (Construct a new multi-use 12-foot wide path from the end of the existing Riverbend Hospital path to Maple Island Road)	\$3,000,000
<b>PB-4</b>	<b>Wayside Loop/Manor Drive to Riverbend Path</b> (Construct a new multi-use 12-foot wide path from Wayside Lane/Ann Court to the existing Sacred Heart Medical Center-Riverbend path)	\$80,000
<b>PB-27</b>	<b>South 2<sup>nd</sup> Street to Island Park</b> (Construct a new multi-use 12-foot wide path along the Mill Race from South 2 <sup>nd</sup> Street to Mill Street at Island Park)	\$3,100,000
<b>PB-28</b>	<b>South 2<sup>nd</sup> Street to South B Street</b> (Construct a new multi-use 12-foot wide path from South 2 <sup>nd</sup> Street to South B Street)	\$600,000

TABLE ES-4

#### Beyond 20-year projects

Roadway projects		
<b>R-7</b>	<b>South of Kruse Way and east of Gateway Road</b> (Construct a new roadway to improve local connectivity south of Kruse Way/east of Gateway Road area)	
<b>R-15</b>	<b>Glenwood Boulevard - I-5 to Franklin Boulevard</b> (Convert Glenwood Boulevard from three-lane to five-lane cross-section)	
<b>R-21</b>	<b>Pioneer Parkway to South 2<sup>nd</sup> Street</b> (Construct a new collector between Pioneer Parkway and South 2 <sup>nd</sup> Street)	
<b>R-22</b>	<b>Extend South 14<sup>th</sup> Street South of Railroad Tracks</b> (Extend South 14 <sup>th</sup> Street south of the Union Pacific Railroad mainline with a three-lane cross-section with sidewalks and bicycle facilities)	
<b>R-23</b>	<b>South B Street - South 5<sup>th</sup> to South 14<sup>th</sup> Street</b> (Extend South B Street with a three-lane cross-section with sidewalks and bicycle facilities)	

<b>R-35</b>	<b>OR 126/42<sup>nd</sup> Street Interchange Improvements</b> (OR 126/42 <sup>nd</sup> Street interchange improvements)
<b>R-41</b>	<b>South 54<sup>th</sup> Street - Main Street to Daisy Street</b> (Construct a new two-lane collector with sidewalks and bicycle facilities)
Urban standards projects	
<b>US-2</b>	<b>Laura Street - EWEB powerline corridor to Game Farm Road</b> (Change Laura Street to a three-lane cross-section with sidewalks and bicycle facilities)
<b>US-7</b>	<b>South 28<sup>th</sup> Street - South F Street to South M Street</b> (Modify South 28 <sup>th</sup> Street to a three-lane cross-section with sidewalks and bicycle facilities)
<b>US-12</b>	<b>Jasper Road - South 42<sup>nd</sup> Street to northwest of Mt. Vernon Road</b> (Modify Jasper Road to a three-lane cross-section with sidewalks and bicycle facilities)
<b>US-13</b>	<b>Bob Straub Parkway - Mt. Vernon Road to UGB</b> (Change Bob Straub Parkway to a three-lane cross-section with sidewalks and bicycle facilities)
<b>US-15</b>	<b>Main Street east of 72<sup>nd</sup> Street to UGB</b> (Modify Main Street to a three-lane cross-section with sidewalks and bicycle facilities)
<b>US-19</b>	<b>Oakdale Avenue – Pheasant Boulevard to Game Farm Road</b> (Modify Oakdale Avenue to a two-lane cross-section with sidewalks and bicycle facilities)
Pedestrian/bicycle projects (all off-street)	
<b>PB-6</b>	<b>Springfield Christian School Channel Path - Dornoch Street to Laura Street</b> (Construct a new multi-use 12-foot wide path from Dornoch Street to Laura Street)
<b>PB-7</b>	<b>Extend EWEB Trail - Pioneer Parkway to Don Street</b> (Construct a new multi-use 12-foot wide path in the EWEB powerline corridor from Pioneer Parkway to Don Street with a crossing of Pioneer Parkway and Laura Street)
<b>PB-11</b>	<b>By-Gully Path Extension - Pioneer Parkway to 5<sup>th</sup> Street</b> (Construct a new multi-use 12-foot wide path from the existing By-Gully path at Pioneer Parkway to 5 <sup>th</sup> Street)
<b>PB-12</b>	<b>I-5 Path – Willamette River Area Path to By-Gully Path</b> (Construct a new multi-use 12-foot wide path parallel to I-5 from Willamette River area path/Eastgate Woodlands to the end of the By-Gully path)
<b>PB-38</b>	<b>Haul Road - Daisy Street to Booth Kelly Road</b> (Construct a new multi-use 12-foot wide path in the Haul Road right-of-way from Daisy Street to Booth Kelly Road)
<b>PB-56</b>	<b>Holly Street to Rocky Road</b> (Construct a multi-use bridge)

TABLE ES-5

### Study projects

Projects	
<b>S-1</b>	<b>Phase 2 of Beltline/Gateway improvements</b>
<b>S-2</b>	<b>OR 126 Expressway Management Plan (I-5 to Main Street)</b>
<b>S-3</b>	<b>Pioneer Parkway/Q Street/Laura Street circulation study to improve Q Street/Laura Street/Ramp safety, access, and capacity</b>
<b>S-4</b>	<b>Study a new crossing of OR 126 between 5<sup>th</sup> and 15<sup>th</sup> Streets</b>
<b>S-5</b>	<b>Centennial Boulevard - Prescott Lane to Mill Street operational improvements study</b>
<b>S-6</b>	<b>Pioneer Parkway/Centennial Boulevard intersection study to improve pedestrian safety</b>

<b>S-7</b>	<b>Centennial Boulevard - Mohawk Boulevard to Pioneer Parkway operational improvements study</b>
<b>S-8</b>	<b>Study safety and operational improvements in Mohawk Boulevard/Olympic Street/18<sup>th</sup> Street/Centennial triangle</b>
<b>S-9</b>	<b>Study a new bridge - Walnut Road/West D Street to Glenwood Boulevard/Franklin Boulevard intersection</b>
<b>S-10</b>	<b>Study Main Street/South A Street improvements - Mill Street to 21<sup>st</sup> Street</b>
<b>S-11</b>	<b>Refinement study for Glenwood industrial area</b>
<b>S-12</b>	<b>Pedestrian/bicycle bridge study between Glenwood and Dorris Ranch</b>
<b>S-13</b>	<b>Access plan study on Main Street between 21<sup>st</sup> Street and 48<sup>th</sup> Street</b>
<b>S-14</b>	<b>Study east-west connectivity between 28<sup>th</sup> Street and 32<sup>nd</sup> Street</b>
<b>S-15</b>	<b>Study a new crossing of OR 126 near Thurston High School</b>
<b>S-16</b>	<b>Connectivity study south of OR 126 and Jessica Street</b>
<b>S-17</b>	<b>Study street connectivity and traffic calming improvements in I-5/Harlow Road/Laura Street/Hwy 126 area that would retain motor vehicle diversion at the intersection of Don Street and Lochaven Avenue</b>

TABLE ES-6

#### Frequent transit network projects

Projects	
<b>T-1</b>	<b>Transit on Centennial Boulevard - I-5 to Mohawk Boulevard</b>
<b>T-2</b>	<b>Transit on Franklin Boulevard/Main Street/South A Street to OR 126/Main Street (east-west)</b>
<b>T-3</b>	<b>Transit on Franklin Boulevard and McVay Highway to 30<sup>th</sup> Avenue (north-south)</b>
<b>T-4</b>	<b>Transit on Mohawk Boulevard - Centennial Boulevard to 19<sup>th</sup> Street/Marcola Road to 28<sup>th</sup> Street/Olympic Street to Mohawk Boulevard</b>

Note: These projects are included in the current *Regional Transportation System Plan*. The final transit network will be developed through the *Regional Transportation System Plan* process.